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and this being so, there is no excuse for the editors to claim, as they do, that the section on the Roman law is the first since Gibbon to handle that subject in general terms and historically. The *Encyclopædia Britannica,* published by the same press, has articles not less helpful, and certainly as historically conceived as that by Dr. Roby. There is one American contributor, Professor G. L. Burr of Cornell, who writes on the Carlovingian Revolution and the Frankish Intervention in Italy. His contribution shines in this company not less in the skill of its compact yet graceful narrative than in its scholarship. Twenty-seven historical charts are given in the appendix.

J. T. SHOTWELL.

English Industries of the Middle Ages. By L. F. SALZMANN. Boston, Houghton Mifflin Company, 1913.—x, 260 pp.

The English Scene in the Eighteenth Century. By E. S. ROSCOE. New York, G. P. Putnam's Sons, 1912.—xii, 293 pp.

These two books represent the treatment of social history from opposite poles. The first is intended as an introduction to the industrial history of the Middle Ages. The plan is to deal with each industry by itself and thus attempt to present its development, less as a changeful part of a varying social complex than simply as an industry, with a description of its processes and an account of its extent. There are chapters on mining of coal, iron, lead and silver, and tin, on quarrying, metal-working, pottery, cloth-making, and brewing. A final chapter takes a general survey of the control of industry, and a careful index serves to coördinate the material. The book is well done. It is a scholarly production, showing ready familiarity with the rather technical documents into which are tucked away clues as to the extent of mediæval trade and history. Municipal records and material at the Record Office and the British Museum have been freely drawn upon, and for the first time we have a history of the mediæval phase of these industries. The *Stanneries* by G. R. Lewis, and *The Annals of Coal Mining* by Galloway are the only partial predecessors. It is much to be regretted that Mr. Salzmann has not been able to follow out his original plan of publishing a companion volume of documentary materials. It must be admitted that the volume is not excitingly interesting to any but one already rather deep in the subject. There is too much detail of an unimportant type—unimportant except for a historian intent upon rescuing every trace of industries which left but little at best. The data are not worked over into a readable synthesis. Even the chapter upon the control of industry fails to convey a clear impression. The material is too much with us. As a manual for reference the book will fill a distinct place; but it will never be read on a summer afternoon.

As one might gather from the title, the other volume is a book for the library table of the country gentleman. But we are glad to recommend it to him. It is an enlightened survey, based upon the results of recent scholarship, and not a melancholy restatement of time-worn things from Horace Walpole and Dr. Johnson. There is a survey of London and of its society, which, of course, we follow in season to Bath, the "City of Pleasure," that peculiar product of the eighteenth century. We must admit that we have rather too much of Bath before we leave it for Liverpool. Here any one with a real curiosity as to the exact condition of English shipping is doomed to disappointment. There are few details; and dainty bits of description do not make up for their absence. We are kept, as it were, in the inn-parlor instead of moving around town as a tourist should. The second part of the book deals with the nobility and the middle class, and it is interesting to find the account of the Industrial Revolution placed in such company; for the author seems mainly interested in the arrival of the *nouveaux riches*—the Wedgewoods and the like—who are to find their way now into the ranks of the upper middle class, in spite of their origin. After this, who will say that an English country gentleman is not interested in industrial history! The clergy, the woman of letters—meaning Fanny Burney—and the brutalized navy officer are all passed in review; and the last chapter furnishes, as an epilogue, a few words on the unfortunate peasant, for whom, of course, one is very sorry, but the situation can hardly be helped. One must not take the book too seriously; but then no one is likely to do so. It is well gotten up.

J. T. SHOTWELL.

The Viceroy of New Spain. By DONALD E. SMITH. Berkeley, University of California Press, 1913.—99–293 pp.

Despite the comprehensiveness of its title, this monograph covers only a brief period in the history of the viceroy of New Spain. The author, in his introductory statement, restricts the study to the eighteenth century (page 100), and, in his final chapter, he claims to have made a "complete exposition" of the functions of the viceroy only during the closing years of the Spanish régime (page 276). The latter